

THE JOINT DEPARTMENT
HAYING been REPLEN-
ISHED with a large as-
ortment of the latest HONKONG
and AMERICAN NOVELTIES,
we are prepared to accept
orders for FANCY WORK with
accuracy and despatch, and at
very moderate rates.
CHINA MAIL OFFICE.

The China Mail.

ESTABLISHED 1840.
OF HIGHEST QUALITY & HAVING
LARGEST STOCK OF THE
LATEST
The only Agent, Hongkong, 1898.
PUBLISHED FOR THE PROPRIETOR
By J. B. BARNES, at No. 10, Queen's Road,
The New Times Building, 1898.

Established February 1845.

No. 10,916.

號三十月二年八十九百八千一英

HONGKONG, WEDNESDAY, FEBRUARY 23, 1898.

日三初月二年戌戊

PRICE, \$2.50 PER MONTH.

Business Notices.

THE 'QUEEN'S CHOICE' LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS

TO BE

ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12.00 PER DOZEN.

THE VICTORIA DISPENSARY,
AGENTS.

NIPPON YUSEN KAISHA

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A. S. MURRAY,
Manager.

HONGKONG FIRE INSURANCE COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Ninth Ordinary Annual
MEETING of SHAREHOLDERS in
the above Company will be held at the
Offices of the Company, Pedder Street,
on MONDAY, the 28th day of February,
1898, at 12.30 of the Clock in the After-
noon, to receive a Statement of Accounts
for the 24th December, 1897, and the Report
of the General Managers, and to elect a
Committee of Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th to the
25th February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, January 31, 1898.

MICASTOS FACTORY.

Mr. G. HOLDSWORTH,
Superintendent of Works, Sawbuck Road,
Hongkong.

THE GENERAL MANAGERS are prepared
to enter into Contracts for COVER-
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65 Cents per superficial square foot for
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65 Cents per superficial square foot for
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Exposed STEAM PIPES needing extra
Wrapping and Canvas and Tar Dressing
will be treated with the above Compositions
at \$1.05 per superficial square foot.
A 50% of the Compositions is kept ready
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Exposed STEAM PIPES needing extra
Wrapping and Canvas and Tar Dressing
will be treated with the above Compositions
at \$1.05 per superficial square foot.
A 50% of the Compositions is kept ready
for sale packed in 4 cwt. casks. Price for
ton lots \$100 per ton F.O.B., or in smaller
quantities at 85 per cwt. F.O.B.
All works will be under the personal super-
vision of Mr. HOLDSWORTH, and all Orders
must be sent through the undersigned.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, February 10, 1898.

ROBINSON PIANO COMPANY.

COLLARD
BRINSMEAD
RACHALS
OWN MAKE

ALLISON
KAPS
TRANSPOSERS
CABIN PIANOS.

HIGH QUALITY, LOW PRICE.
EASY MONTHLY PAYMENTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on the DATE

NAME	DESTINATION	CAPTAIN	DATE
YOKOHAMA	Yokohama	J. PAINE, R.N.R.	Noon, 25th February.
LONDON	LONDON	F. N. TILLARD	Noon, 5th March.
YOKOHAMA	Yokohama	S. G. D. ANDREWS, R.N.R.	About 5th March.
SHANGHAI	Shanghai	S. BARHAM	About 5th March.
YOKOHAMA	Yokohama	E. P. BISHOP	Daylight, 6th March.
LONDON	LONDON	T. LEIGH	About 10th March.

* For Freight (only). † See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 23, 1898.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. First Healthy
Location, Commanding Magnificent View of the City and Harbour, the Mainland
of China, and Islands; pool, southernly breezes in Summer, with perfect protection against
the North-East winds in Winter.
A Covered Way has been constructed from the Station to the Hotel.
The Hotel is now under European Management.
GEO. J. OASANOVA, Manager.
City Office, No. 7, Duddell Street.

CHAMPAGNE.

BOUCHE FILS and CIE.
LIGHT, DRY, NATURAL WINES OF SUPERIOR QUALITY.

GOLD LABEL, 1 DOZEN QUARTS, \$31.00; 2 DOZEN PINTS, \$31.00
BLACK LABEL, 1 DOZEN QUARTS, \$31.00; 2 DOZEN PINTS, \$31.00

SOLE AGENTS:
H. PRICE & Co.,
No. 12, Queen's Road Central.

NOTICE.

On and after the 1st February, the Prices of Beef, Veal, and MUTTON will be
as follows:-
Beef—SIRLOIN, RIBS and RIBS... 13 Cents per lb.
Do. ROSE MEAT... 10
MUTTON—LEG and CHOPS... 21
Do. SHOULDER... 18
VEAL—LEG, OUTLETS and CHOPS... 13

THE HONGKONG BUTCHERY Co.,
Central Market.

COTTAM & Co.

(JUST RECEIVED)

TENNIS SHOES, TENNIS SHIRTS,
TENNIS BELTS.

CHAMPAGNE—	1 doz	2 doz
G. H. Mumm & Co.	quarts	plots
	\$36.00	\$37.50
WHISKY—	1 doz	2 doz
Devere's Imperial Institute	bottle	bottle
McCord's 'Special' Selected	\$10.50	
PORT WINE—	1 doz	2 doz
Guedes 'B' Grape Brand	bottle	bottle
	\$24.00	

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, February 10, 1898.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.

HONGKONG HOTEL—PRAY.

SOLE EASTERN AGENTS FOR:



ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVEN ROOFING CO.
SHOWSON SON'S & CO., 'SHOWDRIFT', GRIVEL'S STEAM TRAIL
BERNARD & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' SPECIAL GOODS
W. WILSON COBBETT, (SATURN AND SCANDINAVIA BELTING).
Bell's Packings and Jointings are used by the British, French,
Russian, Italian, Swedish and Spanish Navies, also by
Principal English, Colonial and South American
Railway Companies.

LANE, CRAWFORD & CO. TAILORING DEPARTMENT.

This Department is now under the Personal Supervision of
Mr. BOFFEY, who has again entered our employ.

We are just in Receipt of New Goods for the coming Season of
THE BEST QUALITY ONLY.

They include:—THIN FLANNEL TWEEDS, CASHMERE, &c., for
SUITINGS; THIN BLACK and BLUE, and FANCY COLOURS for
DRESS, &c.

P. RAMATTAS AND DRILLS OF EVERY DESCRIPTION.

LA SYDNEY OLIVER, R.N., well known on the cricket and football field on the China Station, is appointed to the command of the torpedo-destroyer *Harcock*.

There will be a meeting of the Sanitary Board to-morrow afternoon, at 4.15. With the exception of a report by the Colonial Veterinary Surgeon on the milk supplies of the Colony, the business is formal.

It is notified, under instructions received from the War Office, that the Asiatic Companies, Royal Artillery, at Hongkong and Singapore, have been formed into one battalion and designated the Hongkong Asiatic Battalion. The Singapore Company, Royal Artillery, will be No. 6 of the above battalion.

Two French officials fought a duel at Hanoi on the 15th inst. With singular inappropriateness (it was a French duel) they fought behind the Hospital! The weapon selected was the sword. By accident one of the belligerent functionaries was scratched on the little finger and the right forearm. Honour was satisfied.

Five o'clock yesterday afternoon, a collision took place off the Kowloon wharfs, between the steam launch *Heron* and *Dakin*. The *Dakin* was struck amidships, and quickly filled with water. She was, however, towed alongside the Praya wall, and secured alongside the wharf. The *Heron* was also badly damaged about the bows.

'A STRAITS WANDERER IN PARIS' writes to the *Singapore Free Press* on the 16th January:—As to matters farther East, the idea is that Siam is earmarked for France. A French friend of mine, well acquainted with the East, tells me that the tricolor will wave over Bangkok within another year. This may or (I like to be safe in my prophesies) may not be true—all the better for Singapore trade if it is so.

From American exchanges received several days ago, we learned that the North Pacific squadron had assembled at Esquimaux, Rear-Admiral Feltner flying his flag on the *Imperieuse*, and that this rendezvous had been made so that the squadron might sail at a moment's notice to reinforce the China fleet. With the exception of the gunboats operating in the Persian Gulf, the East Indian squadron is in the useful neighbourhood of Ceylon. East of Suez the British naval strength is formidable, and should enable the world-wide Empire to retain the command of the seas in the event of an unfortunate outbreak of hostilities.

In the *Straits Times* of the 12th inst., 'The Moralists' lament:—Why, oh, why did I not speculate in Cardiff coal? But a few days ago, I could have bought it at \$15 a ton, and to-day I could sell it for more than double that price. Thus are our opportunities in life wasted for lack of foresight. Yet, I doubt whether very much money has been made by the holders of Cardiff coal. A certain amount, I take it, had to be held firm under contract for British Naval needs, and our Admiralty bought a good deal more before the price boomed. The higher profit, then, can only be made on the balance. Still, cent per cent profit, on even a few thousand tons, is fairly satisfactory business.

The 'China Provident Loan and Mortgage Company' has been floated, which fact shows considerably that the scheme met a 'felt want.' Capital is \$1,000,000, in fifty thousand shares, at \$20 each—half of which (\$500,000) is called up. It is not expected the balance will be called up, as the Company will meet likely issue debentures, later on. No prospectus has been issued, as the Chinese appear to have accepted the Company most readily. Messrs Shaw, Tones & Co. are the managers. We understand the Company will do a general trust and loan business—a branch of commercial facility which cannot always be done by the Banks. Loans on cargo to arrive will be a prominent feature of the Company's operations; and this, we believe, not only safe, but conducive to extended general business, and should prove to be (if well managed) a considerable relief to the 'tightness of the market' experienced by every one of late. This does not mean any competition with any of the Banks, or with the great Land Investment Company. Short loans and monthly or quarterly payments are the essence of the business. So we are informed; and, as we have said, with careful management, the Company may be not only a boon to Chinese clients but a good thing to investors. The Directors are:—Messrs K. Shawan, J. H. Lewis, J. Van Buren, Chow Tung Shing (National Bank), Wong Hoi Chin (Sui-gan), and Chow Hing Xi (Lee Shing & Co.). If, as we have said, careful management be secured—and that ought to be made certain under present conditions—the new Company seems to have a bright

YVES AT THE DOOR.—At Kowloon, Kwongkee, Martha, Osmopolis, Bataan, H.M.S. Humbler. (Nine).
Quarantine.—West York, Osmopolis.
Yves at the Door.—New Wales by A. G. Ward, Port of the East—Robinson, Flann, (Nine).

We note the departure of the P. and O. intermediate steamer *Baros* for London has been cancelled, and hear that she has been run into (in the Inland-Sea) by a Japanese steamer. Her passenger accommodation for Home was, we believe, fully booked.

The Installation meeting of the Phoenix Chapter of Sovereign Princes Rose Croix of H. R. D. M. No. 17 A. and A. Scottish Rite, was held in the Masonic Hall on Shrove Tuesday, the 22nd inst., when the following Officers were duly elected and installed for the ensuing year:—M. W. Sov., Sir Knight T. Spafford; I. P. M. W. Sov., Sir Knight J. I. Andrew; Deputy M. W. Sov., Sir Knight F. Howell; P. M. W. Sov., High Prelate, Sir Knight W. Farmer; Senior Warden, Sir Knight J. H. Thomas; Treasurer, Sir Knight Ugo Nervegia; Secretary, Sir Knight G. A. Watkins, 32, P.M.W. Sov.; Master of Ceremonies, Sir Knight G. Molison; Chancellor, Sir Knight F. Ucho; Inner Guard, Sir Knight G. Leblond; J. Equerry, Sir Bro. B. Jorus.

PRINCE HENRY'S VISIT TO THE FAR EAST.

His reception at Hongkong. We are informed officially that as yet no arrangements have been made in Hongkong for the reception of Prince Henry of Prussia. That Hongkong will not be lacking in cordiality to His Royal Highness goes without saying, but it is not known whether he will land here as a German prince or merely as an Admiral in the German navy. General Black's staff officer, who has communicated with Prince Henry's staff officer, but no answer has been received as to the Prince's wishes. Doubtless the German community will follow the example of their compatriots of Colombo and Singapore, and will give Prince Henry a reception as a royal reception at the Club Germania.

THE ARRANGEMENTS AT COLOMBO. The following appears in the military orders of the 5th inst. at Colombo:—H. R. H. Prince Henry of Prussia is expected to arrive on Sunday, the 28th inst. (a) If H. R. Highness lands as a Royal Prince: In addition to the usual salute the O.O.R.A. will arrange for the firing of a Royal Salute of 21 guns on H. R. Highness leaving the ship. The hour will be notified hereafter. The O.O.L.N.L.R. will furnish a guard of honor consisting of 100 rank and file, under a Captain with two subalterns, one carrying the Queen's Colour, a proportion of Sergeants and the regimental band to be at the Passenger Jetty at 10 a.m. to 10.15 a.m. Officers Commanding Corps and Heads of Departments will meet H.R.H. the General Officer Commanding at an hour to be notified. (b) In the event of H. R. Highness landing as an Admiral, the R.A. salute will be 15 guns. The guard of honor will consist of 50 rank and file and two officers, one with the Regimental Colour, and a Band. Officers Commanding Corps and Heads of Departments will not then be required to attend. Dress (a) and (b) Review Order: White.

PREPARATIONS AT SINGAPORE. Singapore, Feb. 21. Prince Henry of Prussia is expected to arrive here on the evening of Tuesday, the 22nd inst., with his squadron, the *Deutschland* and the *Gefion*. Prince Henry may stay here about five days. The Germania Club are making extensive festive arrangements to receive the Prince. The reception will take the form of a Garden Party to be held in the Club grounds, on the 24th inst. It is desired to give the entertainment a thoroughly Oriental character. The probable items include: netting, juggling, foams, conjuring, tricks, and games, and the giving of prizes. The Club would like to invite as many of the non-German community as possible, but, owing to the limited space of the Club grounds, they cannot invite as many as they would like. Prince Henry is now in Ceylon. He arrived at Colombo on Wednesday last. The Governor was most kind on board the *Deutschland*, and arrangements were in progress for excursions by the Prince up-country to Kandy and other places. Telegraphic advice, received today, show that Prince Henry is to-day at Nuwara Elyia, a hill station in Ceylon, some five thousand feet above the sea.—*Straits Times*.

The Japan Railway Co. pays a dividend at the rate of 10 per cent. per annum for the second half of 1897.

At Penang, Mr Justice Hyndman Jones has recently brought two prisoners to book. One of them, Ena Mana Ibrahim, a bankrupt, was committed to prison for three months' simple imprisonment on the 27th January. On the 3rd inst., Mahmood Rajah, a witness in a small case, was committed to prison for three months' rigorous imprisonment. They had both committed the offence before the judge.

Tax amounts and denominations of new gold coins minted at the Osaka Mint up to the end of January were as follows:—

	20-yen	10-yen	5-yen
Jan. 1898	—	—	—
Feb. 1898	—	—	—
March 1898	—	—	—
April 1898	—	—	—
May 1898	—	—	—
June 1898	—	—	—
July 1898	—	—	—
August 1898	—	—	—
September 1898	—	—	—
October 1898	—	—	—
November 1898	—	—	—
December 1898	—	—	—
Jan. 1899	—	—	—
Total	37,994,800	23,907,000	888,100
Grand Total	62,709,900	—	—

The object of the Government is, it is said, to mint as many as 75 million yen.—*Japan Gazette*.

Mr Brennan's report on Japanese trade has been a addition to the merchant in England. He points out very clearly the gradual deterioration of almost every article of Japanese manufacture, but he has not made as much as he might have done of the great difference of prices in China and Japan. An interesting instance of this difference has been brought to our notice this week. A Kobe merchant obtained samples of a certain class of goods from Hongkong with a view of having an order executed here, to save freight. The Hongkong quotations were \$10.00, but when the samples were shown to a maker here he said: 'It would not cost the seller in question less than 80 yen, notwithstanding that the material of which the article is made is as common in Japan as in China.'—*Kobe Chronicle*.

THE FRENCH AND HAINAN.

FURTHER PREPARATIONS FOR OCCUPATION.

Le Courrier d'Haiphong of the 17th February says:—We believe—and the report is confirmed in part by the movement of troops going on at Quang-yon—that the 3rd Battery of Artillery garrisoning Dap-cao (in the north of Tonkin) has been placed on a war footing and kept in readiness for four days, awaiting an order to leave that place for Haiphong, where it will be despatched for the Island of Hainan, which it will occupy conjointly with the 2nd Battery and four companies of light infantry.

NAVAL REINFORCEMENTS.

TWO RUSSIAN BATTLESHIPS AT PENANG.

(Special Telegram from Our Own Correspondent.)
SINGAPORE, Feb. 23, 3.16 p.m.
The German cruiser *Gefion* arrived at Singapore to-day.

The Russian battleships *Narwin* and *Sissoi Veliky* have arrived at Penang, and coaled there yesterday. They are not expected to call at Singapore, but will steam direct to Hongkong.

The *Narwin* is a first-class battleship of 9,746 tons displacement. She was built at a cost of over £770,000. She carries four 12 in. 32-ton guns, with a complement of 600 officers and crew. She carries 1,200 tons of coal in her bunkers and is rated at a speed of 16 knots. The *Sissoi Veliky* is of interest from the fact that she lately represented Russia in the international squadron stationed in Cretan waters, and it was on board this vessel that a terrible explosion occurred recently while gun practice was going on. A charge exploded while a big gun was being loaded, and the roof of the turret was blown off half its going overboard and the other half falling down and crushing a number of men, while others were killed by the explosion. The *Sissoi Veliky* was launched in 1894. She is 348 feet long; beam 66 feet 6 in., and has a draught of 23 feet. She has a displacement of 8,890 tons. She has an armour belt 16½ inches thick, with turret armour of the same thickness. Two turrets, forward and aft, are each armed with two 12 inch guns, and the auxiliary armament includes six 6 in. and twelve 4 in. quick-firing guns. The engines develop 8,000 horse power, and she steams at a speed of 16 knots. The *Gefion*, the consort of the *Deutschland* (commanded by Henry of Prussia), is a three-funnelled second-class cruiser with a displacement of 4,100 tons and 8,000 h.p. She carries on 4 inch guns, and has a crew of 302 men.—*Ed. & C.*

REUTER'S TELEGRAMS.

(Supplied to THE 'CHINA MAIL'.)

LONDON, 21st February, 1898.

GREAT BRITAIN AND FRANCE IN AFRICA.

The Press reports the situation in West Africa as very grave, and agrees that the limits of British forbearance have been reached. Reuter's Agency wires from Accra that two French expeditions are advancing on Sokoto, that the Sultan has ordered them to halt forty miles from the capital, and that the Niger Company's forces are ready and awaiting instructions to advance to the assistance of the Sultan and to secure the execution of British territory.

THE ARMY ESTIMATES.

Supplementary Army Estimates bring the total increase to £1,600,000. The Cavalry is to be slightly increased and the Artillery by fifteen batteries.

CHINA.

It is stated that China has agreed to admit foreign and native steamers on all the inland waters within four months.

HONGKONG FOOTBALL SHIELD COMPETITION.

DRAW FOR THE THIRD ROUND.

The Shield Committee met yesterday and drew for the third round for the Hongkong Football Challenge Shield as follows:—

Winner of H.M.S. *Powerful* v. C Company, K.O.R. v. Winner of H.M.S. *Narcissus* v. H.M.S. *Centurion*.
E. Company, K.O.L. v. G Company, K.O.R.
H.M.S. *Victor* Enrolled v. Kowloon.
D. Company, K.O.R. v. 25th Company, S.D. I.A.
This round must be played off before March 3. The kick-off must be not later than half-past four.

WEATHER REPORT.

The following notices are issued from the Observatory:—

On Feb. 21 at 11.40 a. A further rise of the barometer has taken place on the China coast, and high pressure now covers Central China. The low pressure area has passed to the Eastward of Japan. Sea winds moderate on the coast, and in the China Sea. Forecast:—fresh N. and N.E. winds; fair.

Recesses are coming slowly but surely in the Philippines, says the *Singapore Free Press*; the Governor-General has just signed a decree abolishing the obnoxious and much-abused tax of 'pretation personal' or personal service by which the majority of the inhabitants were compelled to give fifteen days' labour every year to the government. The abuses committed by the local authorities in carrying out this law were scandalous, and only known to those who have lived in the provinces of the Philippines. Unfortunately and defenceless individuals were made to work when and wherever the authorities wished, the Provincial Governors and Clergy pocketing the fruits of their labour, the number of days they put in never being taken into account. Instead of this the Poll Tax of 10th Class is to be raised to \$1.25 per head per year, of which \$0.50 will be devoted to local funds for highway purposes. This last suggestion is a little suggestive.—*Ed. & C.*

THE LEGISLATIVE COUNCIL.

The Legislative Council met this afternoon. H. E. Major-General Black, C.B., Acting-Governor, presided. There were present:—Hon. J. H. Stewart Leckhart, Colonial Secretary; Hon. W. M. Goodman, Attorney-General; Hon. R. D. Ormsby, Director of Public Works; Hon. F. H. May, O.M.G., Captain Superintendent of Police; Hon. T. Murray Ramsey, Harbour Master; Hon. G. P. Chater, C.M.G., J. J. Bell-Irving, T. H. Whitehead, Ho Kai, E. R. Bellios, and Hon. Wei Yuk; and Mr J. G. T. Buckle, Clerk of Councils.

ABSENT WITH LEAVE.
After the minutes of the previous meeting had been read,

Mr Whitehead said—I was absent from the last meeting of the Council with leave received from the Governor.

His Excellency—We will add 'with leave.'

PROPOSED NEW GOVERNMENT OFFICES.
Mr Whitehead—I beg to give notice of the following motion:—I beg to move that the Government do hereby sanction the carrying out of the plan proposed by the Hon. the Colonial Secretary, dated 23rd November 1896, of the Committee appointed 8th September 1894 by His Excellency Sir William Robinson to report on the condition of the Government Offices and the department of housing the various Government departments under one roof, together with a copy of further explanations the Government may have given in connection therewith and as called for by the Secretary of State's Despatch No. 123 of 5th June 1896.

The Colonial Secretary laid upon the table the Report of the Superintendent of the First Brigade for 1897; Report of Superintendent of Victoria Gird for 1897; Report of the Director of the Observatory for 1897; Report on the 'Waters' and 'Ponds' of the Government; Report on Public Works Department Stores, and Criminal Statistics and Coroner's Returns for 1897.

THE CONSTRUCTION OF THE NEW GOVERNMENT OFFICES.
Mr Ormsby—I rise to propose the following resolution:—That in the opinion of the Council it is expedient to erect new Government Offices on the site of the present Public Works Department Stores, and to erect a new Post Office, which should also accommodate for the Treasury, and such other offices as may be decided on. Mr Ormsby then reviewed the different schemes at length.

The Colonial Secretary seconded the resolution.

Mr Chater proposed, and Mr Whitehead seconded, that the consideration of the matter be delayed.

His Excellency said as the question had been referred to him as a matter of principle he would postpone discussion until Monday.

MR WHITEHEAD ON THE WARPATH.
Mr Whitehead—Your Excellency, although it is not on the agenda, I give notice of a resolution, which reads as follows:—That the Council do hereby sanction the carrying out of the plan proposed by the Hon. the Colonial Secretary, dated 23rd November 1896, of the Committee appointed 8th September 1894 by His Excellency Sir William Robinson to report on the condition of the Government Offices and the department of housing the various Government departments under one roof, together with a copy of further explanations the Government may have given in connection therewith and as called for by the Secretary of State's Despatch No. 123 of 5th June 1896.

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The Colonial Secretary seconded the resolution.

between recording the discussions and debates which take place at a meeting, either of the Council or of a Committee of Council, and recording the acts of the Council or Committee which embody the result of the discussions and debates. It is not customary to record the acts of the Council or Committee. It is the rule that the other should be entered in the minutes. I am not asking you to put on paper the conversation between myself and the Hon. the Colonial Secretary, but I must repeat to you to amend the minutes by entering the formal motion duly made by the Treasurer and seconded by Mr Bellios, and also the fact that you overruled it and refused to put it to the meeting. I think I am entitled, as a Member of the Committee, to have this done. I cannot understand why you should refuse to do so, and I suggest that before finally deciding you should consult the Hon. the Attorney-General.—*Yours very truly,*

(Signed) T. H. WHITEHEAD.
The Hon. R. D. Ormsby, Director of Public Works and Chairman of Public Works Committee.

Hongkong, February 9th, 1898.
Dear Mr Whitehead,—I have no recollection of a motion having been made by the Hon. the Colonial Secretary, and I am not sure, such as you speak of, and if you are not mistaken, it is a pity you did not put it to the meeting as it was recorded. I recollect a short discussion on the subject as to whether your protest was in order, which ended in my saying that it was not. I can therefore move no amendment to our report, but it is open I presume for you to do so, and possibly my recollection may be at fault.

I think you must still mistake our position as a Committee on this occasion. A proposal regarding the Government Offices was laid by me before His Excellency the Governor. He, not the Legislative Council, wished for the opinions of the Members of the Public Works Committee on that point, and he got them, being at the same time reminded of the fact, known to him and everybody else in the Colony, that the Hon. Mr Bellios was the owner of Becclesfield. No doubt the whole matter, in all its bearings, will be fully discussed to-morrow, and I am very truly,
(Signed) H. D. ORMSBY.

Hongkong, 9th February, 1898.
Dear Mr Ormsby,—I duly received your letter of to-day in reply to mine of yesterday, from which I was much surprised to learn that you have no recollection of the Hon. the Colonial Secretary's motion, seconded by Mr Bellios, that my protest and views be not recorded on the minutes or in the report of the meeting of the Public Works Committee held on 13th ult., that you can therefore move no amendment to the report, and you add that I am not mistaken in a pity I did not at the meeting see that the motion was recorded. Permit me to remind you on the latter point that it was your duty and not mine to see that the motion was recorded. As a small impression, was duly recorded, as to its having been made there is no doubt whatever, and let me briefly repeat what occurred.

As soon as Mr Bellios seconded the Treasurer's motion that the Committee do now Government Offices be adopted, I protested against your allowing Mr Bellios to vote, he being directly pecuniarily interested in the question before the meeting, and he is the owner and seller of Becclesfield, the purchase of which was included in your scheme. Notwithstanding my objection, you allowed—I still think wrongly—Mr Bellios to vote, and by means of his vote the Treasurer's motion was carried by a majority of one vote. I thereupon gave notice of my protest, which I wished recorded in the minutes and report of the meeting, as a member voting on a question in which he was directly pecuniarily interested is contrary to the practice of the House of Commons and May's 'Parliamentary Practice' and is not a proper use of his authority, and moved that my protest be not recorded on the minutes and be not forwarded to Government which motion was seconded by Mr Bellios. You then asked the views of the Senior Unofficial Member, who explained the practice hitherto prevailing, and expressed himself in favour of my protest being recorded. You then asked admitting my protest, but the Treasurer and Mr Bellios were still not satisfied, and maintained that my protest should not be recorded. I then moved to Government with the Committee's motion, unless I could quote authorities and worse and chapter for my action. The Treasurer then said that my objection to Mr Bellios' voting should have been taken at an earlier stage, and he moved round and made a speech, which I wish recorded in front of you, for May's 'Parliamentary Practice', which could not be found.

You say that I mistook and still mistake our position on the said Committee, and that it was the Governor, and not the Legislative Council, who wished for the opinions of the Members of the Public Works Committee. If our opinions were solely for His Excellency, why not have forwarded to him a complete report, and why if it was not interested therein, lay an incomplete report of our meeting before the Legislative Council as you did on 25th ult.

It appears to me that you are under a misapprehension as to the position and the functions of the Public Works Committee, it is a Committee of the Council. Its duty is to examine all projects submitted to it connected with your Department, and to report to the Council for its information. Its object is to prepare the work for the Council, and to have long debates therein, and its reports and recommendations are generally adopted by the Council as a matter of course. If your view of the Public Works Committee is correct I think the sooner it is abolished the better.

It somehow or other did occur to me that the Treasurer's extraordinary motion in my protest might chance to be omitted from the minutes of our meeting of 13th ult., hence my letter of 20th inst. to Mr Chater, and my letter of the 20th inst. to you, a copy of which is enclosed in mine to you yesterday.—*Yours very truly,*

(Signed) T. H. WHITEHEAD.
The Hon. R. D. Ormsby, Director of Public Works and Chairman of Public Works Committee.

February 13th, 1898.
Dear Mr Whitehead,—I am in receipt of your second letter dated the 9th inst. regarding the last meeting of the Public Works Committee and your protest.

I have little to add to my former letter to you.

I am almost positive that the voting on the Treasurer's first motion took place before you made your protest.

I understand now that the Treasurer did move afterwards that your protest should not be recorded, and that this was seconded by Mr Bellios, but as I did not put that to the meeting, and as it was not voted on, I am still of opinion that there was no more reason for recording it than for recording all the conversation that took place. The act of my accepting and recording your protest was practically ratifying the Treasurer's motion as out of order.—*Yours very truly,*

(Signed) R. D. ORMSBY.
HONGKONG, 23rd February, 1898.

Dear Mr Ormsby,—I duly received your letter of 13th inst. in reply to mine of 9th inst., from which I am sorry to observe you have little to add to your letter of 9th inst., although you now understand that the Treasurer did move that my protest against an Hon. Member voting on a question in which he was directly pecuniarily interested, should not be recorded, that this motion was seconded by Mr Bellios, but that as it was not put to the meeting, and as it was not voted on, you are still of opinion that there was no more reason for recording it than for recording all the conversation that took place.

I must still submit for your consideration, which I have in a very respectful manner, that I am a very respectable citizen.

between recording the discussions and debates which take place at a meeting, either of the Council or of a Committee of Council, and recording the acts of the Council or Committee which embody the result of the discussions and debates. It is not customary to record the acts of the Council or Committee. It is the rule that the other should be entered in the minutes. I am not asking you to put on paper the conversation between myself and the Hon. the Colonial Secretary, but I must repeat to you to amend the minutes by entering the formal motion duly made by the Treasurer and seconded by Mr Bellios, and also the fact that you over

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
 AUTHORIZED CAPITAL, £1,000,000.
 PAID UP CAPITAL, £224,574.
HEAD OFFICE—HONGKONG.

Court of Directors.
 D. GRILLIS, Esq., J. T. LAUREN, Esq.,
 CHAN KUN SHAN, Esq., OHOW TUNG SHANG,
 KWAN HOI CHUNG, Esq.
Chief Manager.
 G. W. F. PLAYFAIR.
 Interest for 12 months fixed 5%.
 Hongkong, November 30, 1897. 1711

THE MERCHANTS BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
 SUBSCRIBED CAPITAL, £1,125,000.
 PAID UP CAPITAL, £562,500.
 RESERVE FUND, £10,000.

BANKERS:
 LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:
 For 12 months 4%
 " 6 " 3%
 " 3 " 2%
 J. THURBURN,
 Manager, Hongkong.

Hongkong, December 1, 1897. 2340

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £800,000.

RESERVE LIABILITY OF SHARE, £800,000.

RESERVE FUND, £376,000.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:
 For 12 months 4%
 " 6 " 3%
 " 3 " 2%
 T. H. WHITEHEAD,
 Manager, Hongkong.

Hongkong, June 2, 1897. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYED-UP CAPITAL, £10,000,000.

RESERVE FUND, £8,000,000.

RESERVE LIABILITY OF SHARE, £10,000,000.

PROFITABLENESS, £10,000,000.

Court of Directors:
 Hon. J. J. BELLAIR, Chairman.
 E. M. GRAY, Esq., Deputy Chairman.
 C. B. BARNARD, Esq., J. A. RAYMOND, Esq.,
 G. D. BENTON, Esq., R. L. RICHARDSON, Esq.,
 G. B. DODWELL, Esq., R. L. RICHARDSON, Esq.,
 David Gubbay, Esq., R. L. RICHARDSON, Esq.,
 Armin Haupt, Esq., N. A. SIEBS, Esq.,
 CHIEF MANAGER.
 Hongkong, T. JACKSON, Esq.,
 Shanghai, J. P. WARD, Esq.,
 LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG INTEREST ALLOWED.
 On Current Account at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:
 For 3 months 2% per annum.
 " 6 " 3% " " "
 " 12 " 4% " " "

T. JACKSON,
 Chief Manager.

Hongkong, February 12, 1898. 368

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
 T. JACKSON, Manager.

Hongkong, August 1, 1895. 1515

CHAS. J. GAUFF & Co.,
 Chronometers, Watch & Clock Makers,
 Jewellers, Gold & Silver Smiths,
 N. A. VICTORIA, SOLE AGENTS FOR
 METEOROLOGICAL
 INSTRUMENTS.

VOYAGERS' ORIENTAL
 BINOCULARS AND TELESCOPES.
 RETIRED LIEUT. AND OTHER COMPANIES.
 ADMIRALTY & NAUTICAL CHARTS,
 NAUTICAL BOOKS.
 English Silver & Electro-Plated Ware.
 Christofle & Co.'s Electro-Plated Ware.
 GOLD & SILVER JEWELLERY
 in great variety.

Diamond Jewellery.
 Splendid Collection of the Latest London
 A. PATTERNS, of very moderate prices. 724

GRIMAULT'S SYRUP
 OF
HYPO-PHOSPHITE OF LIME
 FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S SYRUP immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S SYRUP has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, 101 rue de la Harpe.

For Sale in A. & W. Watson & Co., Chemists.

Shipping.

Steamers.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
 The Co.'s steamship *Formosa*, Captain JAMESON, will be despatched for the above Ports TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
 General Managers,
 Hongkong, February 23, 1898. 679

NAVIGAZIONE GENERALE ITALIANA.

(FALOMO & RUBINSTEIN UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE, and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports, up to Callao. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Letimiro*, Captain BERTHO, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
 Agents,
 Hongkong, February 21, 1898. 364

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Co.'s Steamship *Kueiyang*, Captain OSTERBERG, will be despatched for the above Ports on FRIDAY, the 25th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents,
 Hongkong, February 21, 1898. 371

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Lytelton*, Captain HAMMERMAN, will be despatched for the above Ports on or about the 25th instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, February 14, 1898. 100

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Melbourne*, Captain DUBOIS, will be despatched for the above Ports on or about SUNDAY, the 27th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
 Agent,
 Hongkong, February 21, 1898. 366

'MOGUL' LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Patna*, Captain DAY, will be despatched for the above Ports on or about TUESDAY, the 1st March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
 Agents,
 Hongkong, February 22, 1898. 383

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Neos*, Captain ASQUITH, will be despatched for the above Ports on TUESDAY, the 1st March.

For Freight, apply to
BUTTERFIELD & SWIRE,
 Agents,
 Hongkong, February 19, 1898. 344

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Avila*, Captain ELLIS, will be despatched for the above Ports on SATURDAY, the 6th March, at Daylight.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, February 18, 1898. 353

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Opaka*, Captain J. BARNES, will be despatched for the above Ports on or about the 24th March.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
 Agents,
 Hongkong, February 21, 1898. 358

Shipping.

Steamers.
CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
 The Co.'s Steamship *Singapore*, Captain JAMESON, will be despatched for the above Ports on THURSDAY, the 24th instant, at 2 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents,
 Hongkong, February 21, 1898. 370

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Banquilla*, Captain TAYLOR, will be despatched for the above Ports on THURSDAY, the 24th inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, February 21, 1898. 378

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOUBAAYA AND SAMARANG.

The Co.'s Steamship *Changsha*, Captain E. J. BUTLER, will be despatched for the above Ports on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 General Managers,
 Hongkong, February 21, 1898. 368

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's S.S. *Chedra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 24th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, February 22, 1898. 387

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP LENOX.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves every consignment will be landed at East Point.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, February 23, 1898. 386

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BENJAL.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where such consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
 From LONDON, &c., ex *s. Victoria*.
 From ZANZIBAR, ex *s. Congo*.
 From AUSTRALIA, ex *s. Roma*.
 From CALCUTTA, ex *s. Palawan*.
 From PERSIAN GULF, ex *s. Mysore*.
 From MADRAS, ex *s. London*.
 Goods not cleared by the 26th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
 Superintendent.

Hongkong, February 21, 1898. 363

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE S.S. *Amphitrite*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon, on the 26th February, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th February will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, February 19, 1898. 407

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 26th February, at Noon, the Company's Steamship *SYDNEY*, Captain ASQUITH, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the *s. Calcutta*, which vessel takes on her Passengers and Mails, leaving this Port on the 27th instant, direct to SUZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
 Agent,
 Hongkong, February 12, 1898. 319

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamship, Tuesday, March 1, 1898.

Bayern, Wednesday, March 3, 1898.

Prinzess Alice, Wednesday, April 7, 1898.

Freussen, Wednesday, May 2, 1898.

Sachsen, Wednesday, June 2, 1898.

Bayern, Wednesday, July 10, 1898.

Prinzess Alice, Wednesday, August 17, 1898.

Freussen, Wednesday, September 14, 1898.

Sachsen, Wednesday, October 12, 1898.

Bayern, Wednesday, November 9, 1898.

Prinzess Alice, Wednesday, December 7, 1898.

Freussen, Wednesday, January 4, 1899.

Sachsen, Wednesday, February 1, 1899.

ON TUESDAY, the 1st day of March, 1898, at 9 a.m., the Company's S.S. *Sachsen*, Captain E. STEIN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th February, Cargo and Specie will be received on board until 4 p.m., on MONDAY, the 28th February, and will be registered at the Agency's Office until Noon, on MONDAY, the 28th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MEYER & Co.,
 Agents,
 Hongkong, February 1, 1898. 233

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE S.S. *COROMANDEL*, Captain F. N. TILAND, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 6th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

NEWS FROM PORT ARTHUR.

Shanghai, February 12.

A Correspondent, who recently travelled in a steamer that carried coals to the Russian fleet at Port Arthur and Talienwan, states that substantial sheds are being erected at the former port by the Russians, to hold at least 10,000 tons of coals. These sheds are now about half full and are expected to be quite filled by the end of the month. The Chinese workmen are very busy about the dock and yards under the direction of Russian officers, who gave them orders to prevent any foreigners from going ashore, and have forced the Chinese officials to inprison upon the people the importance of withholding all information, even on the most casual subjects, from strange visitors. They are in fact forbidden to say anything to any European or Japanese. Most of the Chinese officers have their wives and families away to other places, and there is a general expectancy that Port Arthur is likely ere long to be the scene of further excitement. A Russian battleship, two cruisers, and a gunboat were in port when our informant was there; the British cruiser *Iphigenia* had left two days before. The Russian naval officers were on board the coal steamer, and made anxious enquiries as to the whereabouts of the British Admirals and fleet. They seemed to have some idea of the terms of the war going on in the outside world, however, and had evidently pretty free use of the Chinese telegraph lines. The impression of the people on the steamer is that the Russians never intend to leave Port Arthur, and that the Chinese negotiations ashore, which have been related to us, certainly point to that conclusion. Several struggling Russian officers had arrived overland, and the Chinese in their usual oriental and picturesque way spoke of the war as being a "war of the snows," as they expressed it, had ridden over "ten thousand li" through snow and ice. When the steamer called at Talienwan to deliver coal to a Russian cruiser in port there were two warships of that nationality in port, and the Chinese showed great activity, and contrasted to the busy scenes of the days when the Japanese troops held it, it was a very dead and alive aspect. Even the Chinese telegraph office is now shut up and deserted, as our informant supposed, to prevent any news of the Russian movements leaking out.—*China Gazette.*

A SINGAPORE CRITIC ON HONGKONG.

BLATING THE CHINA PRESS.

The following is Chapter XLIII of Mr John Dill Ross's contribution to the *Singapore Press*, "From Moscow to Vladivostok."

Politically, Hongkong has many points of resemblance with Singapore. Both are insular Crown Colonies blessed with much the same type of Governor, Colonial Secretary, and Council, and the same administrative machinery. As in the case of Singapore, the progress and prosperity of Hongkong make it evident, that in spite of obvious defects, this system of Government is the best that could be devised for the colony. The late Governor, Sir William Robinson, seemed to have been a Crown Colony Governor, whose departure from Hongkong does not appear to have been felt as any very cruel blow by the public at large. His Excellence passed through Singapore the other day on a very short tour, and the German mail steamer, His Excellence Sir Charles Mitchell arrived here on board of a French liner.

What has gone wrong with the British flag, please?

Sir Sie Deutch Sir William I Comment vous portez vous, Sir Charles? It really seems as if these two patriotic gentlemen had adopted 'No English Need Apply' for their motto, in which case it seems inconsistent on their part to pocket a perfectly large pile of British sterling at each port.

We have always enjoyed a considerable amount of political life in Singapore. From the days of Mr H. R. Read, until the time when Mr Shiford retired, public opinion has been adequately and ably represented in the Press and elsewhere. In Hongkong this does not appear to have been the case, and Mr Henry Norman is no doubt correct in ascribing any usefulness of the unofficial element in Council to the Hon'ble Mr Whitehead's able and untiring efforts. I should say he must be a formidable adversary in any debate. I once had the pleasure of travelling with Mr Whitehead en route to Liverpool. Could I have got him to talk about Hongkong I should now be writing a much better article about the colony, but Mr Whitehead was full of bimaculatism just then, a alarming subject on which he was about to lecture. By the way, I do not know where he is now. I know all about bimaculism, and that the World of Finance had no further secrets for me. Unfortunately I was incapable of digesting the stores of learning so suddenly acquired, and that night I suffered from such a fearful bimaculic night-mare that I have not been able to write about such things again. Mr Whitehead's theories about bimaculism and finance generally shall be unto me as so much gospel for the future, but am I likely to go wrong in pinning my faith to such an accomplished exponent of these delicate and intricate questions? Mr Whitehead is a very great on the sterling value of Scotchmen in general, and of one of them in particular. On this point he is absolutely sound and cannot be gainsaid. It is to be hoped that Mr Whitehead will long remain a leading force in the political and commercial world of Hongkong; for the good of the colony when a man of position and ability is public spirited enough to devote his spare time to the benefit of the public and the furtherance of their interests.

My own impressions of Hongkong were distinctly unfavorable, though it is cramped, crowded place, all bricks and rocks, and contrasted it with the generous proportions of Singapore in a earping spirit. This feeling wore off during subsequent visits, and I soon found it a very convenient one to get to any place I wished to visit, and to get in a chair or riksha within a few minutes. In Singapore, a man who has any idea of living respectably should have a phaeton, a buggy, and an office gharry, and he must stand the expense of at least half-a-dozen coolies, (five of which should be waterproof) to keep them in trim. Should he happen to be a Chinese, a carriage and pair must be added to the list, and he will also need a racing stud. In Hongkong they know nothing of the expense and worry consequent on the upkeep of a large house, and the raising of any thoroughbred, and the making of any of the Singapore man, the once familiar "gharry" is rapidly becoming extinct, and the "rikshas of this place are simply disgusting. I have now seen rikshas in many lands, but nowhere have I beheld any so utterly filthy and disgusting as the Singapore lot.

The walks about Hongkong are simply lovely. The well-kept footways, the great grey macadamized stone embankments, the beautiful and abundant foliage overshadowing the pretty roads extending in every direction, the fine view, the cheering sea, and the rain, all conspire to make of any thoroughbred, and the making of any of the Singapore man, the once familiar "gharry" is rapidly becoming extinct, and the "rikshas of this place are simply disgusting. I have now seen rikshas in many lands, but nowhere have I beheld any so utterly filthy and disgusting as the Singapore lot.

viewer soon gate accustomed to tramping up hill and down dae all the time, so before long he knows how to step it out bravely on roads at all sorts of gradients. For those who like level walking, however, there is nothing finer than the Bowen Road. In Hongkong they have a superb promenade with a viaduct commanding the quaint views, and which affords the grateful pedestrian a perfect path, free from the intrusion of horses and carriages, carts, rikshas, and persons on bicycles. In Hongkong they have a superb promenade which must not be trodden save by the foot of man, woman or child, and it is truly a delightful experience to take a good long walk over the Bowen Road on a fine morning, or on one of the delicious autumn evenings, when the secret is known when she chooses to divulge it.

The Peak is another great attraction, weather permitting. There is a somewhat extraordinary and risky-looking tramway, which hauls people up to the top of the mountain, and the Hongkong Tramway Company, advertises that in ten minutes they will take people for some ten cents or so, into a climate which is ten degrees cooler than the other end of Hongkong, which as I have already remarked is a perfectly correct statement. I have not the slightest wish to traverse them. The Peak tramway is a great convenience, which largely develops the sum of life in Hongkong. In Hongkong they have a superb promenade which must not be trodden save by the foot of man, woman or child, and it is truly a delightful experience to take a good long walk over the Bowen Road on a fine morning, or on one of the delicious autumn evenings, when the secret is known when she chooses to divulge it.

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In wet weather, however, this glorious vista is replaced by sheets of rain and wreaths of mist. During such times the Peak is distinctly unpleasant. It is much more enjoyable to see the waterfalls, and for swimming, and all sorts of persons of both sexes are to be found wading about, in a sort of semi-amphibious way, which is simply heart-breaking to the inhabitant of dry but less picturesque regions.

It is a very pleasant sight to see a run in a steam launch in the direction of Lycoomoon with a few friends. The launch is stopped, a couple of life buoys are thrown into the water so as to be handy in case of need, and then everybody goes overboard for a glorious swim to the shore, and back again to the boat. As there are no swimmers in Hongkong has its own steam launch, this is a form of healthy enjoyment, which is often resorted to after a hard day of it in the office, by way of a tonic before dinner. The resources of Hongkong are well known, and the people are well informed of the community that they are sporting lot. Cricket and tennis are held in high honour in Hongkong, and a good deal of alleged racing is kept going there at very considerable outlays.

It is a very considerable trouble to get on in China, owing to very somewhat outspoken criticisms of the public "gee" as he is understood in Hongkong and Shanghai. The sportsmen of China are as conservative about racing as the French are about the colonial tariff, and back again to the boat. As there are no swimmers in Hongkong has its own steam launch, this is a form of healthy enjoyment, which is often resorted to after a hard day of it in the office, by way of a tonic before dinner. The resources of Hongkong are well known, and the people are well informed of the community that they are sporting lot. Cricket and tennis are held in high honour in Hongkong, and a good deal of alleged racing is kept going there at very considerable outlays.

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Station.	Barometre.	Temperature.	Humidity.	Direction.	Force.	Wind.	State.
Wanchow.	29.88	82	—	N.W.	8	o	—
Fukien.	29.72	—	—	—	8	—	—
Kobe.	29.72	—	—	—	8	—	—
Nagasaki.	29.70	—	—	—	8	—	—
Shanghai.	29.69	—	—	—	8	—	—
Amoy.	29.61	80	84	—	7	og	—
Swatow.	29.59	80	84	—	7	og	—
Keelung.	29.58	80	84	—	7	og	—
Yokohama.	29.58	80	84	—	7	og	—
Manila.	29.58	80	84	—	7	og	—
Cebu.	29.58	80	84	—	7	og	—
Batavia.	29.58	80	84	—	7	og	—
Sourabaya.	29.58	80	84	—	7	og	—
Calcutta.	29.58	80	84	—	7	og	—
Rangoon.	29.58	80	84	—	7	og	—
Madras.	29.58	80	84	—	7	og	—
Bomb							

